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d) said fuselage having indentations along the wing side thereof, and lengthwise of the fuselage[[.]],
characterized in that fuselage and propulsion unit area ruling is defined,

e) said wing leading edge having blunted sharpness along substantially its entire length where the bluntness at each spanwise station is about 1/2% to 3% of the maximum airfoil thickness at said station bluntness defined as h/t where h is the leading edge forward convexity diameter, and t is said maximum airfoil thickness.